



Augusta Memorial Bridge Project

Building a better future through a stronger Memorial Bridge

As you may be aware, on March 21, 2005 the MaineDOT met with city officials, downtown businesses and others interested in the Augusta Memorial Bridge Project. The meeting dealt exclusively with traffic planning for the bridge closure scheduled for mid-February through mid-May of 2006.

While developing a traffic re-routing plan, MaineDOT seeks to balance the interests of motorists, businesses, and neighborhoods. At the March meeting, MaineDOT highlighted the differences in traffic backups and travel time between four alternate routes for the west side of Augusta. Using traffic data collected during a three-day closure of Memorial Bridge in December 2004 and animated software that models traffic movement, MaineDOT engineers presented a simulated "bird's-eye view" of traffic traveling through each suggested route and an objective analysis of each option. The presentation included such details as average speed per vehicle, delay time, number of vehicles waiting in lines, and the time necessary to drive through the route. These computer models allow traffic engineers to study alternate routes, change

traffic signals and modify the route well before actual implementation.

During discussions about these routes, members of the public made suggestions for modifications to the routes we presented and offered additional routes for us to model. Since then, MaineDOT traffic engineers have modeled those suggestions. Performance results for each route we modeled are shown on page 3. These results reflect why the decision was made to select the Water/State Combo option as the traffic plan that will be used during full closure.

Construction is now under way on the Augusta Memorial Bridge. Expect lane closures from 5:30 PM to 6:30 AM during weekdays. During the weekends, westbound traffic should use the Father Curran or the Third Bridge.

CPM Constructors Chosen

CPM Constructors has been chosen as the contractor to do the work on Augusta Memorial Bridge based on their lowest bid and the shortest closure time. They expect that the full closure will last for 86 days, and, as part of the contract, will receive bonuses for opening the bridge sooner and penalties for keeping it closed longer. The full-closure is currently scheduled to begin in mid-February of 2006. We will keep you informed of the project schedule before the closure begins and throughout the 14-month construction activity.

Beginning in August, plan for delays if using the Augusta Memorial Bridge. There will be off-peak lane closures, which means there will be one, twelve-foot lane open to traffic. On weekends, west-bound traffic will be re-routed to the Father Curran Bridge or the Augusta Third Bridge.

MaineDOT Appoints Resident Engineer

Catherine Mettey, P.E. has been named Resident Engineer for the Augusta Memorial Bridge Project. The Resident Engineer works on-site overseeing inspections, maintaining documentation, working with the public and processing payments to the contractor. In this role, Catherine will ensure the contractor is meeting contract requirements while minimizing impacts to the public.



Catherine Mettey, P.E.

Contact Information



"Please feel free to contact me at any time with your questions, concerns, or ideas about how to make this project run as smoothly as possible for the traveling public and the City of Augusta."

Wayne Frankhauser, Jr., P.E.

MaineDOT Project Manager, Urban and Federal Bridge Program

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Construction Schedule

Construction activity on the Augusta Memorial Bridge has begun and will continue for the next 14 months. Though the full closure will run from mid-February through mid-May, there will be many off-peak lane closures beginning in August. These lane closures may occur anytime during a weekend and from 5:30 pm to 6:30 am during weekdays. Lane closures will mean the bridge will remain open but the roadway width will be reduced to one, 12-foot lane. During weeknight lane closures, traffic will alternate on the one lane. During weekend lane closures, only eastbound traffic will use the one, 12-foot lane, with westbound traffic detoured to either the Father Curran Bridge or the Augusta Third Bridge. The contractor is allowed to reduce the width of Augusta Memorial Bridge from 28 feet to 24 feet at any time during the 14-month project.

You can expect to hear from us again well before the February closure as we plan an aggressive communications effort to minimize peak traffic and alert the public to alternate routes during the full-closure. As we've said previously, we understand that this bridge work, especially the three-month full closure slated for mid-February through mid-May of 2006, will be inconvenient at times, but are confident that this necessary reconstruction will provide long-term economic, safety, and efficiency benefits to Central Maine for decades to come.

To sign-up for email alerts or for more information visit:

www.maine.gov/mdot/maj_projects/aug_mem.php

Traffic plan that will be used during full closure

Water/State St. Combined with signal at Commercial St. (Signal at Comm. St. Improved) shows best performance results.



Routes evaluated by the traffic models

Orange text signifies the chosen full closure detour route.

Full State St.

would encourage all Father Curran Bridge traffic to use Bridge St. and State St. to avoid downtown.

Partial State St.

would encourage Father Curran Bridge traffic to use Bridge St. and State St., but allows eastbound bridge traffic to use Water St.

Water-State Combo

would encourage westbound bridge traffic to use Bridge St. and State St., but allows eastbound bridge traffic to use Water St.,

Commercial St. and Winthrop St.

One-Way Circulation

would create a one-way traffic pattern without traffic signals for all downtown and bridge traffic using Water St. and Commercial St. as a one-way pair.

Reverse Commercial St.

would encourage use of Commercial St. for eastbound bridge traffic to avoid Water St.

PERFORMANCE RESULTS 1

Models developed by MaineDOT for presentation at the March meeting.

	December 04	Full State St.	Partial State St.	Water/State Combo
Vehicles unable to enter downtown due to back-ups	218	848	222	0
Vehicle Delay (minutes)	3.3	10.1	4.6	1.1
Average Speed (mph)	10	5	8	13

PERFORMANCE RESULTS 2

Water/State Combo plus models developed as a result of public suggestions at March meeting.

	Water/State Combo	One-Way Circulation	Reverse Comm. St.	Two-Way Comm. St.
Vehicles unable to enter downtown due to back-ups	0	184	336	463
Vehicle Delay (minutes)	1.1	2.9	5.8	5.9
Average Speed (mph)	13	12	6	8

PERFORMANCE RESULTS 3

Public suggested models and enhancements to the Water/State Combo.

	Reverse Oak St.		Signal at Comm. St.		Combined Reverse Oak St. Signal at Comm.	
	Basic	Improved*	Basic	Improved*	Basic	Improved*
Vehicles unable to enter downtown due to back-ups	28	1	13	0	18	0
Vehicle Delay (minutes)	1.8	1.1	1.3	1.0	1.6	1.1
Average Speed (mph)	11	14	13	14	12	14

* Improved option includes addition of a southbound turn on Commercial Street: either a left turn lane at Oak St. or a right turn at Bridge St..

Two-Way Commercial St.

would encourage use of Commercial St. for both eastbound and westbound bridge traffic.

The following variations of the Water-State Combo were also evaluated.

Reverse Oak St. would reverse the direction of Oak St. between Commercial St. and Water St. to reduce

traffic at the Water/Commercial/Winthrop intersection.

Signal at Commercial St. would install a coordinated traffic signal to manage traffic at the Bridge/Commercial intersection.

Combined Reverse Oak St. / Signal at Commercial St. would combine the features of the two variations described above.

Safety Fence Alternatives Being Studied

Representatives from MaineDOT, the City of Augusta and the Maine Historic Preservation Committee are working together to develop options for the Augusta Memorial Bridge safety fence. The current chain link fence was added to the bridge in 1982. Several public meetings, sponsored by the City of Augusta, indicated support for including a safety fence when re-decking the bridge, but suggested studying alternatives to the current style. The group has researched other safety fences, though there were few comparable bridge fences found. All options are being evaluated based on functionality, appearance, and cost. Ultimately, full-scale samples of the most promising options will be built to help with the selection. The group will report back to the City prior to making the final selection.



Traffic signals will be added or modified at the following intersections:

- Water St. and Father Curran – there will be a continuous right turn from Water St. onto Father Curran Bridge. There will be no left turn from Northern Ave. onto Father Curran. Instead, traffic will be directed up to Commercial St.
- Commercial St. and Bridge St. – this new light will redirect traffic from Northern Ave. across to Commercial St. or up Bridge St. to State St.
- State St. and Bridge St. signals re-timed
- Winthrop St. and State St. signals re-timed

Other changes associated with the alternate route:

- Signage at Augusta Marketplace promoting 3rd bridge
- Aggressive outreach /communication through the media
- Carpooling will be encouraged

Off-Peak Lane Closures Begin August 1
For more information visit: www.maine.gov/mdot/maj_projects/aug_mem.php

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